JAYHAWK MODEL MASTERS NEWSLETTER

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A.M.A. CHARTER #2013

ISSUE DATE: December 9, 1989

NEXT MEETING: December 16, 1989; ALL-SEASONS MOTEL; 8:30 a.m.

MEETING MINUTES
NOVEMBER 18, 1989

Richard called the meeting to order. There is $641.50 in the treasury. The Club again lost money on the Fun-Fly. Actual costs associated with the Fun-Fly came to $179.92, with only $156.00 actually collected from the event.

The Smithville Dambusters have a lease which stipulates they mow more than the runway, and they must build outhouses. This caused them to raise their dues to $40/year. Other club policies were also discussed.

The purchase of a P.A. system for club events was put on hold.

As regarding our discussion at the last meeting concerning safety rules, it was decided that props should be pointed toward the fence when starting the engine. Also use the inactive runway for tuning engines.

Don Miller and George and Steven Dennis were announced as new members.

Don Sherman reported that he sent a radio to Futaba to upgrade to 1991 standards. He received the radio back within 2 weeks, and the cost was only $22.37.

Brett Bennett suggested that club members watch for new pilots, and offer assistance and safety advice.

Larry Wise brought an EZ Kit and commented on the completeness of the kit (i.e., parts and adhesives) and the ease of assembling.

Dennis Shepard also brought some planes he was selling.

Bill Elkins brought the video of the PigPen flight to Topeka.

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DOOR PRIZE AT DECEMBER MEETING

We will be drawing for an Ace Charge-Master. Tickets will be available at the meeting for $1.00.

LAWRENCE TO TOPEKA CROSS-COUNTRY FLIGHT
NOVEMBER 11, 1989

''The best laid plans of mice and men
oft times go asunder.''

Saturday morning, November 11, 1989 dawned bright and clear with only a 10 MPH west wind gusting to 15 or more. What a great day to fly from our field to the Capitol City R/C club field in Topeka, Kansas. After all, it was only 30 miles west and had never been done before! No problem, right? It all started last year when, on a whim, Dick Kingman and a few trusty henchmen decided to fly to Lawrence. Everything was going well until a tree got in the way. End of story? Right?

Wrong! A former Jayhawk Model Master mentioned that he had a 1938 Comet Clipper that he would donate to the President of the Club. Jerry Frazier is a master builder who decided to get out of R/C several years ago. About the same time that yours truly got started flying, Jerry was building the plane that would make the cross-country flight 5 years later. The Comet Clipper weighed in at only 2 1/4 pounds without engine, tanks, or radio. (I told you Jerry was a master builder!)

Larry Wise, Dave Plamann, and myself got to thinking that this plane should be able to fly a long way with marginal engine power and maximum fuel and battery load. Before long we had on O.S. FP.20 engine, SR 1200ma battery pack and 34 oz. fuel tanks installed. All-up weight was now 6 1/2 pounds. Only about 3 pounds over design weight! Test flights on November 8 were uneventful except for the 300 foot take-off run. It's safe to say everyone present was a little concerned when the bright orange bird staggered into the air and over the barb wire with only inches to spare. Shades of Charles Lindburg! But it flew. Boy, did it fly!

Weather forecasts for Saturday called for unseasonably warm weather and south winds at 10-15 MPH. As we couldn't think of any reason not to, we decided to go at noon Saturday. Friday night was spent calling club members and worrying about the wind. I got a call from Dave at the field about 10:00 AM saying that the wind was just under gale force from the southwest. But we loaded up the plane and went to the field anyway; just in case of a miracle! By 11:00 AM wind conditions got better and by 12:00 noon had all but stopped. Was this a good omen sent by the model airplane gods, or just a sick joke being played on us by mother nature? Only one way to find out!

Shortly after noon we kicked the tires, fired the engine and proceeded to run off the runway and into the weeds. (Steering with the wrong stick, stupid!) The second attempt to take off was a success and the trip was underway. It soon became apparent that flying from the back of a pick-up truck was much different than normal flying. What was different was that the plane seemed to hang in the sky and only move up and down like a Yo-Yo! Then there were the other two fools in the truck shouting instructions at the driver and the pilot while trees and telephone poles whizzed across your field of vision. Yes, it was different!

By mile 6, both transmitters had been tested and trimmed out the same. Also Darrell Cordle and Dave Plamann had flown the plane enough to become familiar with the Yo-Yo effect of flying from the back of a truck. Mile 10 saw us safely across the Wildlife Refuge at Clinton Lake, which had been a concern. Mile 16 took us over a Mega-Volt power line which also had us worried. It also took us into a 5 mile stretch of road that was lined with homes and ended over the worst section of hills and trees on the whole route.

Mile 24 got us within 1/4 mile of U.S. 75 Highway when it happened. The darned engine quit! Options for a landing site were a huge junkyard with an 8 foot high board fence around it on one side of the road and a house and a pigpen on the other. We opted for the pigpen and did a really neat short-field forced landing in about 6" of liquid runway! Tom Puckett was brave enough to retrieve the plane, but did seem a little cautious about where he stepped.

After checking things over and finding nothing wrong, we decided to back-track about a mile and try to take off down the road between two barb-wire fences. The take-off was a success and once again we were headed west. With only 7 more miles to go we all had our fingers crossed hoping the little O.S. engine would keep running. It did and we were able to land on Topeka's runway at 1:42 PM.

A few quick ''Hellos'' to the guys from the Topeka Club and a quick fuel check with the engine still running indicated that we had only used about 15 oz. with 19 oz. remaining. We decided to try to fly back to Lawrence! Soon as we were back in the air and headed home. Dave Plamann was flying and seemed to be getting a lot lower than we had planned. Then we noticed something odd. The propeller was not turning! The little O.S. had had enough of this foolishness!

Another forced landing in a cow pasture and we noticed that Tom wasn't being as careful where he walked this time due to the much firmer footing. At this point a quick meeting was held in the middle of the road. We decided to call off the return flight as we had a populated area just ahead of us to fly over and we didn't want any more surprises.

Was the flight a success? Yes, it was. We learned a lot and everyone involved had a good time. We were somewhat disappointed that we didn't make in nonstop. Especially after getting so close to our objective. (We were actually less than a mile from the Topeka field when the pigpen landing took place.) The problem was later traced to poor fuel draw as a result of a tired engine. If we ever try it again, a Perry Pump will be installed to cure the problem.

We are now convinced that the present set-up with the addition of a pump could fly at least 75 miles non-stop with favorable wind conditions. Let's see, how far is it to the Smithville Missouri Dambusters field?

A SPECIAL THANKS TO THE FOLLOWING PEOPLE:

Jerry Frazier -- Aircraft
Larry Wise -- Fuel Tanks & Prop
Dave Plamann -- SR Battery Pac
Ron Griffin -- Extra Transmitter
Darrel Cordle -- Tank Mount Material
Bud Burns -- Fuel Line & Wood
Bill Elkins -- VCR
Tom Puckett -- Mobile Phone & Truck
Bob Hutchins -- Driver of Chase Truck

And to all of the Jayhawk Model Masters for moral support!

Thanks guys,
Richard Ballard

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AMA requires your name and/or AMA number to be affixed to your airplane. If your airplane does not have one, this sticker on or in your model complies with the Safety Code requirements for identification, and will help recover the model if it is lost.

OFFICIAL IDENTIFICATION

Issued by the

ACADEMY OF MODEL AERONAUTICS

This is an experimental model which may be lost in flight. The fuel tank may contain gasoline or other flammable fluid which should be drained before transporting or storing. Keep away from fire.

Finder should notify owner immediately. Model should not be given to any claimant unless positive identification is provided.

License No. .....

Name .....

Address .....

City ..... **State** .....

Phone Collect .....

UNAUTHORIZED POSSESSION OF THIS MODEL CAN LEAD TO PROSECUTION UNDER LAW.

WHY MODELS CRASH
(EXPLAINED THROUGH PHYSICS)

A basic law of physics states that energy is finite. In other words, there is only so much energy in the universe and anything you do to use up some results in making the same exact amount. Sounds reasonable to me until you stop to think about gasoline, electricity, and model airplanes. Then you come to realize that there must be a flaw in the law!

With all that in mind, we need to figure out how long an R/C aircraft can be expected to last, and how much energy it takes to crash one. Depending on the number of years an R/C pilot has been flying, phase of the moon, contest dates, mood swings, and several other exact scientific formulae, a model aircraft can be expected to last from less than a second, up to several hundred years. There is no exact explanation other than the basic premise that IF IT REALLY FLIES GOOD, IT WILL CRASH SOON.

Some may argue that this cannot be the real reason that R/C planes crash, but my experience tells me that it is. I also feel that all of the study and research that went into the basic laws must be correct. You see, a few hundred hours of energy put into a plane while building it amounts to close to the same amount of energy expended by digging a smoking hole in the ground with it. Of course, you also have to add in the hours spent by the kit manufacturer, engine maker, radio builder, and many others. When you do all that, it almost adds up.

''Almost adds up!'' you say. ''But not quite!'' Well, we left something out. More energy went into the plane than the smoking hole took out! We forgot to add in the plate engravers, printers, cutters, wrappers, stackers, counters, and bankers who made and loaned you the money that made it all possible! With that in mind, there can no longer be any doubt that energy IS finite and the more you ''put in,'' the more you ''take out'' when you crash! All things considered, the law must be correct.

But we still don't know why planes crash. Getting back to Physics, we learn that everything is made up of Moneycules, Phototrons, Electronicons, and Ailerons. You see, each block of Balsa, and each sheet of Mono-Kote is made of the same basic building blocks. Namely, Ailerons!

Each airplane (depending on its size) has only so many Ailerons. As the plane is sanded and covered, you gain a few and you loose a few. By the time you get done sanding and covering, the plane contains all the Ailerons it will ever be able to hold.

The test flight may discharge all of the Ailerons in a sudden burst of energy, at which time it will cease to exist. If not, then the plane can be expected to last long enough to get it trimmed out and really flying well. It is important to remember, however, that Ailerons are being lost at an alarming rate during every flight due to air friction. Sooner or later, all the Ailerons will escape and the plane will crash. There is nothing you can do about it either, because its a basic law of Physics! I know it's true because I read it in R/C Report, and they don't lie!

FLY SAFE! RLB

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KCRC SWAP & SHOP AUCTION
JANUARY 13, 1990

If there is enough interest in taking items to the auction to sell, the Club may reserve tables. Please contact Richard Ballard ASAP (like right now!).

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ITEMS FOR SALE

8.5cc MACS muffled tuned pipe - fits 40 to 61 size engines: $20.00

FSW3 Forward Swept Wing (scratch built): $50.00

Contact Richard Ballard.

THE AMAZING BAT BOMBERS OF W.W. II

Perhaps one of the craziest schemes to come out of W.W. II was Dr. Lytle S. Adams' plan to bomb Japan with bats. Not just ordinary bats mind you, but bats carrying tiny little incendiary bombs. The really strange thing is that it might have worked except the first bunch of bats were in heat when captured and just couldn't be bothered with bombing.

Dr. Adams got the idea while vacationing at Carlsbad Caverns in late 1941. The evening bat exodus got him to thinking about an unlimited supply of flying bombs that would just love to set up housekeeping in the paper and thatch houses of Japanese cities. All that would be necessary (he thought) was to attach tiny incendiary bombs to the bats, fly them over at high altitude and let them loose. The bats would do the rest.

For his efforts toward winning the war, Lytle was immediately hired by the government and put in charge of the top secret project called OPERATION X-RAY. All manner of tests were devised and various incendiaries developed that were big enough to start a fire, yet small enough for a bat payload. But right from the start there were problems.

Initial flight tests proved that at high altitude the bats went to sleep and didn't wake up again! In fact, the southwestern desert was littered with ''Bat Splats'' and it was rumored that more than one hungry Coyote suffered ''Terminal Heartburn'' after eating a dead bat for breakfast!

All roads were leading to dead ends (and bats) when the Army Air Corps gave up and turned the project over to the Navy. They in turn gave the project to the Marines. The Marines figured the only smart thing to do was stop fooling around at high altitude and instead, just fly over at tree-top level and let fly (no pun intended).

The Marine testing was conducted at their Naval Air Station at El Centro, California in December 1943. The test resulted in the loss of one airplane hanger and a General's staff car from the resulting fires. So it did work after all, and proved that Dr. Adams didn't have bats in his belfry. But bats were never dropped in anger in W.W. II.

Before the bat bomber project got off the ground for real, mushroom clouds rose over Japan and the war ended along with OPERATION X-RAY. Nothing more was ever heard from Dr. Adams and his bats, which was probably just as well anyway!

RLB

(Condensed from Nov. 1975 Air Combat)

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HB ENGINES

As was reported a few months ago, HB Engines went out of business and ceased production of their line of engines. We now learn that Perry Aeromotive has sold the remaining stock of parts and engines to RJL Industries. Not only that, but RJL has purchased the entire tooling set-up from HB in Germany, and plans to resume production of the HB .61 in California next year.

If you need HB parts, contact:

RJL Industries
P.O. Box 5
Sierra Madre, CA 91025

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SEND

IN

YOUR

CLUB

DUES

NOW!!!!

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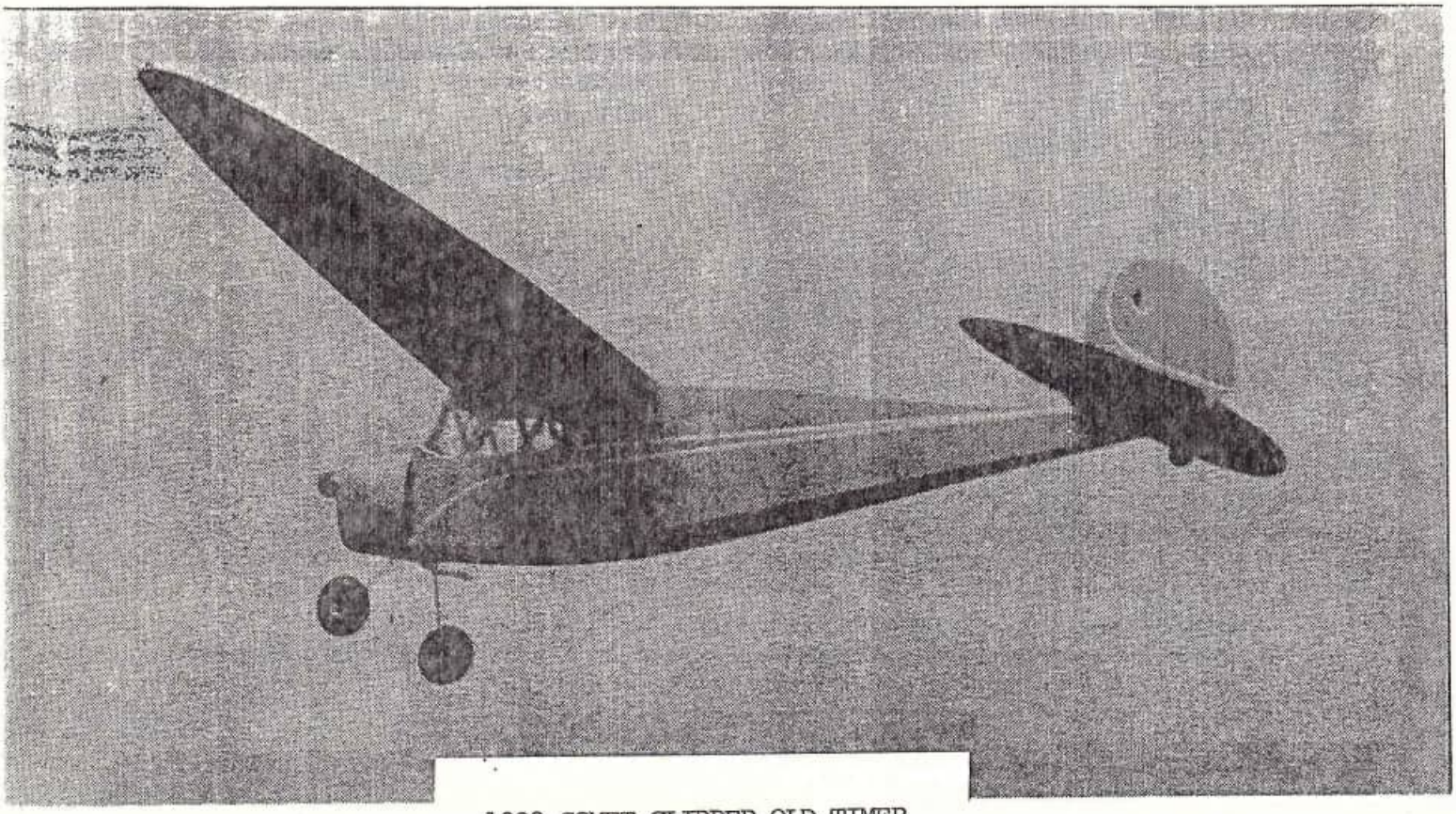

1938 COMET CLIPPER OLD TIMER